

# THE CARBONEAR HERALD,

## AND OUTPORT TELEPHONE

Vol. 1

CARBONEAR, NEWFOUNDLAND, APRIL 2, 1880.

No. 35

### THE CARBONEAR HERALD

AND  
**OUTPORT TELEPHONE,**  
Is Printed and Published from the  
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**Advertising Rates.**  
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reasonable terms.

Parties at St. John's having business  
transactions with the "Herald,"  
may communicate directly with

**J. A. ROCHFORD,**  
Editor, St. John's.  
All communications for the "Herald"  
to be addressed to the Proprietor  
and Publisher,

**E. J. BRENNAN,**  
Herald Office, Water St.,  
Carbonear, Nfld.

### ADVERTISEMENTS.

### P. JORDAN & SONS.

**CLOTHING AND DRY GOODS**  
**ESTABLISHMENT,**  
222 Water Street, St. John's

Importers of British and Foreign  
Manufactured GOODS.

Always on hand a large supply of

### CLOTHING

Made up under their own inspection  
which they can

**SELL AT VERY LOW PRICES.**

Also a large assortment of LEA'S  
THERWARE and other GOODS

All orders in the CLOTHING  
DEPARTMENT shall receive best  
attention and be made in any STYLE  
required and at the LOWEST POS-  
SIBLE PRICES.

So. 4. 2m.

### JUST OPENED.

**NEW GROCERY**

AND

### PROVISION STORE,

(Opposite the Public Wharf.)

The Subscriber begs to inform the  
public of Carbonear that he has Just  
Opened the above Premises where he  
will keep on hand, a choice and well  
assorted stock of

### GROCERIES AND PROVISIONS,

AT LOWEST PRICES POSSIBLE.

**N. STEWART,**  
PROPRIETOR.

Harbor Grace,  
June 19th, 1879.

### THE WORLD RENOWNED

**GENUINE SINGER**

### Sewing Machines.

The best in the World. The most popu-  
lar SEWING MACHINE ever made.

**Beware of Bogus Agents and**

**Spurious Machines.**

You can get the Genuine Singer only  
at 172 Water Street, St. John's; for  
Cash or easy monthly payments.

The Trade Mark is on the arm of  
each Machine. The Singer Manufac-  
turing Co. is in gilt letters on the top  
of the arm. Any Machine you can't  
find the above Trade Mark on is not a  
Genuine Singer.

Bickford Knitting Machines, Eureka,  
Clothes Ringing, Washing Machi-  
nes, Plaiting Machines, Oil,  
Needles, and

Attachments for all Sewing Machines  
on hand.

The Singer Manufacturing Co., New  
York, U. S.

**M. F. SMYTH,**  
Sole Agents to Nfld.,  
Sewing Machines neatly repaired. Ware-  
housed for two years.

### ADVERTISEMENTS.

### BROOKVILLE MILLS, HALL'S BAY.

Lumber of all kinds, always on hand  
and all orders either for large or small  
quantities attended to with punctuality  
and despatch.

All orders to be addressed to,  
**MCKAM, CURTIS & Co.,**  
Brookville Mills, Hall's Bay.

### Newfoundland Lights.

No. 5, 1879.

### TO MARINERS.

**NOTICE** is hereby given that a  
**LIGHT HOUSE** has been erect-  
ed on **CABOT (Stinking) IS-**  
**LAND, Bouavista,**

Latitude 49° 10' 26" North.  
Longitude 53° 21' 21" West.

On and after the 1st March next an  
**INTERMITTENT WHITE LIGHT**  
will be exhibited nightly from sunset  
to sunrise. It will make one complete  
Revolution per Minute, appearing a  
bove 1 Second Light and 9 Second  
Dark.

The Apparatus is 4th Order Dioptric,  
illuminating the whole horizon,  
and the Light should be visible 10  
nautical miles in clear weather. It is  
74 feet above sea level. The Light  
Power is of Iron, rising from the centre  
of the keeper's dwelling, a square, flat-  
roofed building. The buildings are  
painted horizontally, Red and White,  
alternately.

By order,  
**JOHN STUART,**  
Secretary Board of Works.

### ST. JOHN'S, No. 1

### MARBLE WORKS

THEATRE HILL, ST. JOHN'S.

### ROBERT A. MACKIM,

MANUFACTURER OF

Monuments, Tombs, Grave

Stones, Tables, Mantel Pieces,

Hall and Centre Tables, &c.

He has on hand a large assortment of  
Italian and other Marble, and is now pre-  
pared to execute all orders in his line.

N. B.—The above articles will be sold  
at much lower prices than in any other  
part of the Provinces or in the United States

### NOTICE.

TO ALL WHOM IT MAY CONCERN.

I, **ROBERT CHURCH**, of the City of  
Montreal, Province of Quebec, Canada,  
Shoe-maker; hereby give notice that I  
have made application, under Sec. 13  
Cap. 19, XIX Vic., for Letters Patent  
of the Island of Newfoundland on  
"Improvements in Boots," said im-  
provements being applicable to "Tongue  
Boots," and consisting mainly in form-  
ing the leg, of a single piece of special  
pattern, with the seam in front.

**ROBERT CHURCH.**

### CARD

### JOHN A. ROCHFORD,

**NOTARY PUBLIC.**

"Herald" Building, Water St.,  
CARBONEAR, NFDL.

Next Post & Telegraph Offices.

All business transacted with  
punctuality and satisfaction.

May 2.

### SEWING MACHINES

Just arrived per "Nova Scotian,"

from Liverpool,

A CHOICE LOT OF

### Sewing Machines,

HAND AND FOOT.

**BRADBURY'S FAMILY SINGER,**

**BRADBURY'S WELLINGTON,**

**BRADBURY'S BEATRICE, &c., &c.**

All which are offered at a large re-  
duction for CASH.

Send for Catalogue now ready

**F. W. BOWDEN,**

Bowden's Sewing Machine Depot,  
St. John's, Nfld.

### HOUSE OF ASSEMBLY.

TUESDAY, March 2.

Continued.

Hon. A. Shea.—The object last year in  
permitting the smaller class of vessels to  
participate in the bounty, was for encour-  
agement of the owners of our large west-  
ern boats, who, of late years, have suf-  
fered so materially by the partial failure  
of the Western Shore fishery. He did  
not think it would be advisable to alter  
the law so as to deprive these fine west-  
ern boats of the advantage of the bounty.  
Some of these boats have pro-  
secuted the Bank fishery with no in-  
success. The risk which they run is not  
greater than they are accustomed to at  
Cape St. Mary's and Cape Pine, as they  
are only compelled to prosecute it for  
three months in order to participate in  
the bounty. After the Bank fishery is  
finished they proceed to Labrador to  
complete the voyage. Vessels of 25 or  
30 tons in Conception Bay go to Labra-  
dor every year without any greater risk  
than the Western boats run in prose-  
cuting the Bank fishery in the summer.  
He thought that it would be unfair to  
deprive these small boats of the benefit  
of participation in the bounty, at least  
they should be allowed to have it this  
year. Whatever may be done next year  
in the matter, it would be very unfair,  
especially to those who have prepared  
for the fishery, to deprive them of the  
bounty without due notice. He thought  
that many of our western boats are in  
the Banks through the aid of the small  
did not think there was much in the  
matter of limitation upon which the hon.  
member Mr. Kent had just stressed, if he  
would look more closely into the question.  
The Government is prepared to pay the  
\$500 any number of vessels that may in-  
tend to fish. His hon. colleague  
Mr. D. says that vessel from 50 to  
60 tons, are the best suited for the fish-  
ery. There was a great deal in what the  
hon. gentleman had remarked, for the  
more frequently and expeditiously the  
fish is landed the better the quality  
ever proved. It is expedient that we  
should encourage the class of planters  
and middlemen in the country; and  
whatever may be said to the contrary  
these vessels are in the hands of the  
planters, the fishery will be conducted  
with more economy and successful re-  
sults. We should, he would again repeat,  
assist and encourage the growth of these  
middlemen. Our people have no inter-  
est, or at least a passing one, in steam-  
ers. There is importation into our trade  
has tened towards the killing out of the  
middlemen, the most valuable class in  
the country. We should not, by any  
bounty encourage large steamer owners.  
They have every thing in their favor and  
do not require any exceptional legislation  
in their behalf. It is little a Legislature  
can do to restore a valuable class who  
have been killed out, but we should do  
all in our power to foster their growth or  
revive them again amongst us. He was  
glad the Bill had received the unanimous  
support of the House. The hon. Receiver  
General might fairly congratulate himself  
upon the accomplishment of an object  
which would be highly advantageous to  
the country at large.

Mr. Scott thought it a very pleasant  
subject for reflection, that a measure  
which proposed such advantages to our  
people as the fishery bounty Act, should  
be passed through the House with such  
unanimity of opinion and concurrence of  
sentiment. He was however, of opinion,  
that the bounty which this Act gives to  
fishermen, should not be paid to or pas-  
sed into the hands of the outfitter. He  
(Mr. S.) thought that the fisherman should be  
permitted to draw it himself from the  
Receiver General. If we wish to encour-  
age the fisherman, we should protect  
their share of the bounty. He would,  
therefore suggest that an amendment be  
introduced into the Bill to protect the  
shareman's portion of the bounty from at-  
tachment and make it payable directly  
from the Receiver General.

Hon. Mr. Shea did not agree with the  
hon. member, Mr. Scott, that any such  
section as that proposed was necessary.  
Can the hon. gentleman name any in-  
stance in which the fisherman did not  
get his share of the bounty. The less  
the Legislature meddles with questions  
between employer and employee the bet-  
ter. If you leave it to be paid by the  
Receiver General to the fisherman, you  
immediately leave it open to attachment  
by any one. It would be better to let  
the matter stay as it is. He questioned  
the all protection should be given those  
concerned in catching the fish, but he  
did not see that, at the present time,  
and especially as this Act is to be in op-  
eration for one year only, how any great  
benefit will result from the proposed  
amendment of the hon. member.

Mr. Scott.—The proposed amendment  
is not a new one even in this country,  
and there are various provisions in laws,  
for the protecting of operatives and their  
earnings all over the world. The mem-  
bers were so well acquainted with those  
protected measures, that it would be

unnecessary for him to innumerate them.  
He would merely instance the case of  
sailors' wages, which are protected from  
attachment in the same manner in which  
he (Mr. S.) now proposes to protect the  
share of the fishing bounty payable to  
fishermen.

Mr. Watson thought that the member  
for St. John's West, Mr. Scott, had en-  
tirely misunderstood the remarks of the  
hon. Mr. Shea. The outfitters are in-  
cluded now to supply the fishermen in  
the early spring with necessaries for their  
family as which they otherwise would not  
receive in the strength of the share  
of the bounty money which will be due  
on the bank voyage. Thus, it will be  
admitted, of great advantage to the  
fisherman. The knowledge that, no mat-  
ter what may be the result of the voyage,  
there will be four or five pounds bounty  
money due the fisherman is the very cre-  
ditation which many men obtain supplies  
in the spring. He hoped that no such  
amendment as that proposed would be  
pushed so as to hamper the measure, and  
perhaps defeat the object for which it  
has been introduced.

Mr. Little thought that, as the hon.  
member for Trinity had wisely remarked  
we should not hamper the measure with  
any section which may have the effect  
of defeating the main object of its intro-  
duction. Although he agreed with the  
hon. member Mr. Scott in principle, still  
is the measure was only to be in force  
for twelve months, the proposed amend-  
ment ought not to be pressed.

Mr. Winter did not pretend to any  
practical knowledge of this fishery, but  
he did pretend to know something as to  
the operation of the law in affording  
safeguard for the protection of the men  
engaged in the enterprise. He did not  
think there was any necessity for the ex-  
pression of ideas upon labor and capital  
which might promote ill-feeling between  
employer and employed. The measure  
before the was well framed to meet the  
requirements of all classes. In the first  
place the hon. gentleman is wrong in  
principle. This Act was for the encour-  
agement of those who were willing to  
risk their capital in this enterprise of the  
bank fishery. It involves a risk of life  
to go to the Bank fishery, then the Legis-  
lature has no right to encourage fish-  
ermen to risk their lives for a bounty  
on what they catch. He (Mr. Winter)  
thought this business was as safe as, or  
at least not more perilous than any other  
fishing business. There are plenty of  
good fishermen who are only glad to ob-  
tain the privilege of going to the Banks  
in preference to the Labrador coast, or to  
any other fishery of like precarious char-  
acter. It is sought to protect the share  
of bounty due the fisherman from any  
lien by the masters or owners of the ves-  
sel for any supplies issued. If such a  
provision were introduced it would work  
detrimentally to the interests of the fish-  
erman, for the supplies which are given  
in the early spring to the fishermen  
he would make no such advances, and  
the fisherman would therefore be com-  
pelled to seek elsewhere for supplies, for  
the payment of which he would have  
either to give an order on the Receiver  
General or else remain without necessary  
supplies. Such a section then would be  
merely a damage to the fisherman.

There did not appear as some hon. gen-  
tlemen would endeavour to make it ap-  
pear, that there was any disposition on  
the part of the outfitter or any one else  
to take undue advantage of the portion  
of the bounty falling to the Bank fisher-  
men. He had just been informed that  
the fishermen engaged in this fishery  
the past season made average wages of  
\$25 per man. What then is the use of  
hon. members coming into the House  
with propositions which draw forth obser-  
vations calculated to arouse class prej-  
udices? We should not attempt to control  
any bargain between employer and em-  
ployed, unless it is clearly proven that  
such contract is grossly immoral. He  
had heard nothing advanced by any hon.  
gentleman which would demonstrate to  
House that the present measure before it  
should not be passed in its present  
form and without any amendment or ad-  
dition.

Mr. Greene.—A great diversity of opi-  
nion seemed to exist upon the question  
of the desirability of limiting the amount  
of the bounty. He was of opinion that the  
limit of \$500 was a prudent one. The  
object aimed at in the Bill, was, what in  
the first place to encourage the Bank  
fishery; in the second place it was desir-  
able to encourage the building of a sup-  
ply class of vessels that might be em-  
ployed in the western fisheries and upon  
the Labrador. These vessels seldom  
exceed 70 or 75 tons, whilst if no  
limit were placed upon the bounty, own-  
ers of steamers and large vessels would  
find it to their advantage to send them  
to the banks, for the sole purpose of en-  
gaging the bounty. The amount paid would  
be enormous, whilst the number of men  
employed in them would be far less  
than employed in any number of schoon-  
ers representing the same aggregate ton-  
nage. The average size of the vessels  
employed by the Americans in this in-  
dustry does not exceed 70 tons, and the

general opinion is that that size of craft,  
is the most desirable for the purpose.  
He was not in favour of determining the  
minimum size of vessels. If a brave and  
adventurous skipper wished to push out  
to sea in his little craft he ought to be  
encouraged.

Mr. Conroy had declared against the  
principle of a bounty to the Bank fishery,  
except as a necessary expedient, and  
while the infant enterprise was in the  
germ. He thought it might be advis-  
ably continued for another year. The  
moment this industry was established on  
a firm basis, he would object to taxing  
one class of fishermen for the encour-  
agement of another. He did not agree with  
those who would increase the bounty.  
\$500 was a tempting prize to offer, and  
it is not to be expected that we should  
bribe people not being industrious or en-  
terprising. Neither did he agree with  
hon. gentlemen who suggested a mini-  
mum restriction on the tonnage of ves-  
sels, as it has been found that the small-  
er class of vessels—western boats—were  
employed very well. The proximity of the  
banks to our shores enabled these small  
vessels to make repeated trips to land,  
thus ensuring that the fish would not  
spoil, but be delivered up to the makers  
in good condition.

Hon. the Speaker did not think he  
would have any sympathizers in the  
House with the views which he would  
express on the measure now before the  
House, but these views were so engendered  
in his mind in connection with subjects  
such as the one before the chair, that he  
would be sorry if some hon. members did  
not agree with him. In the first place,  
he was opposed to bounties, upon econ-  
omic principles, as being entirely indef-  
ensible. Even their most ardent sup-  
porters would admit that beyond a cer-  
tain point they should not be continued.

That point he thought he had reached  
in this industry. That encouragement  
should be given to new industries in the  
early growth he admitted, but the mea-  
sure that industry was a success and  
had passed the years of infancy it was  
contrary to all principles of economy for  
a government to any longer hold out  
a helping hand, a policy of protection, or  
what was yet more vicious in principle  
by payment of bounties. At the present  
time the Bank fishery has reached com-  
parative prosperity, and if it cannot sur-  
vive without the government placing the  
crutch of a bounty under it, then let it  
die. But far from requiring this help  
which only industries should receive in  
their infancy this fishery has proved a  
success, and every one engaged in it is  
making money. Those who are no pro-  
sperous at other local industries of a like  
character are paying towards a prosperous  
enterprise which would be profitable  
even without the support of a bounty.  
He (hon. S.) had always been opposed to  
the principle of bounties, and he would  
continue to be so until he had been con-  
vinced by some more cogent arguments  
than he had yet heard that bounties are  
advantageous to the commercial interests  
of a country. You cannot drive them  
and any efforts to do so would be pow-  
erless and impotent. These principles to  
political economy are not to be dealt with  
by legislation because they are above it  
and any attempts to control their opera-  
tion would be futile. He would reiter-  
ate that he hoped that this would be the  
last time that this House would be called  
upon to vote bounties to any industry  
especially such an industry as the Bank  
fishery.

Mr. Tessier had much pleasure in  
giving his unqualified support to the  
measure before the Chair with the ex-  
ception that he would suggest that the  
sum of \$500 be increased to \$800. The  
class of vessels at present employed in  
the fishery were of a very good class  
both as regards tonnage and general  
character. The outfitters were able to obtain  
suitable crews without any difficulty.  
The men were always ready to go in good  
craft well equipped for the voyage. He  
(Mr. T.) agreed with the observations  
of his hon. friend and colleague that it  
would be desirable to increase the amount  
payable to any one vessel from \$500 to  
\$800; an increase—since the measure  
before the House was but for one  
year—which could not to any appreciable  
extent overdraw the fund set apart by  
the Government. Up to the present  
time this adventure had proven fairly  
remunerative and he (Mr. T.) was glad to  
learn that no loss of life had occurred  
in connection with it. However, improve-  
ment was the order of the day, a larger  
class of vessels would be employed, and  
therefore he recommended the hon. Re-  
ceiver General to consider his proposi-  
tion.

Hon. Receiver General entertained  
the greatest respect for the hon. gen-  
tlemen's opinions, but having regard to  
the fact that the vessels heretofore used  
in this branch of industry had ranged  
under 80 tons, he (hon. R. G.) deemed  
it unlikely that any larger craft would  
be employed during the present season.  
But even if there were larger vessels  
engaged there was only a limited sum at  
command, and \$500 was held to be the  
maximum amount that ought to be given  
to any one vessel. It was gratifying to